

TENNESSEE GENERAL ASSEMBLY  
FISCAL REVIEW COMMITTEE



**FISCAL MEMORANDUM**

**SB 2704 – HB 2797**

April 27, 2010

**SUMMARY OF AMENDMENT (017865):** Deletes the language of the original bill. Authorizes motor vehicles which are used to carry rafts or rafting equipment for commercial whitewater rafting businesses to operate on certain specified state highway segments when such vehicles are used between the first Friday of each March and the first Sunday of each November, when drivers of such vehicles possess written documentation provided by the Department of Revenue indicating compliance with certain specified insurance liability provisions, and when such vehicles have a height of no more than 17.5 feet. Prohibits the use of any bus with an attached trailer from operating on any highway when the combined length exceeds 65 feet. Prohibits the use of school buses on any highway when a trailer is attached to such bus.

**FISCAL IMPACT OF ORIGINAL BILL:**

Other Fiscal Impact – According to the Departments of Safety and Transportation, this bill will place the state out of compliance with the Federal Motor Carrier Safety Act. As a result, the state would lose approximately \$19,700,000 of federal funding in the first year of non-compliance (FY10-11) and approximately \$39,400,000 each year thereafter.

**FISCAL IMPACT OF BILL WITH PROPOSED AMENDMENT:**

**Increase State Revenue – Not Significant**

**Increase State Expenditures – Not Significant**

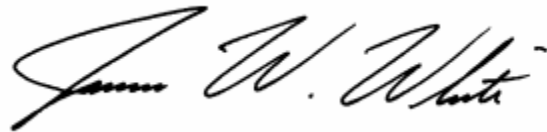
Assumptions applied to amendment:

- The authorized state highway segments (as proposed) are as follows: (1) State Route 40 in Polk County between State Route 33 east of Cleveland and State Route 68 in Ducktown, (2) Interstate 40 in Cocke County between the Foothills Parkway and the Tennessee – North Carolina border, and (3) within five miles of such highway segments upon any additional public road as necessary to travel to and from such operator's place of business to such highway or to and from such highway to such operator's river access point, so long as the load is secured and the vehicle is operated in a safe manner at all times.

- According to the Department of Transportation (TDOT), this bill as amended will not result in any needed changes to current bridge structures or to design changes for future bridge structures which are located on the approved highway segments (as proposed).
- Any increase to state expenditures as a result of the Department of Revenue providing written documentation to whitewater rafting businesses for insurance compliance is estimated to be not significant.
- Any increase to state revenue resulting from fines for violations related to motor vehicles used to transport rafting equipment or buses used to transport children is estimated to be not significant.

**CERTIFICATION:**

This is to duly certify that the information contained herein is true and correct to the best of my knowledge.

A handwritten signature in black ink, appearing to read "James W. White". The signature is fluid and cursive, with the first name "James" written in a larger, more prominent script than the last name "White".

James W. White, Executive Director

/rnc